tile industry ,increase in orders for Railway Wagons, revival of sick industries etc. Some of the issues raised in the Memorandum were also discussed in a Tripartite meeting held on 2nd June, 1985 at Calcutta. As the action in this regard is the concern of the Deparment of Textiles and the Railway Board, the matter has been taken up with them.

Exemption of Railwaymen, P&T Employees and Defence Production Staff from the Purview of Industrial Disputes Act

1634. SHRI CHATURANAN MISHRA :

SHRI N. E. BALARAM :

Will the Minister of LABOUR be pleased to state :

(a) whether Government propose to exempt the railwaymen, employees of the P&T Department and also employees of Defence production from the purview of the Industrial Disputes Act in order to bring them within the purview of the Central Administrative Tribunals under the Administrative Tribunals Act, 1985;

(b) if so, what are the detaiis thereof;

(c) whether Government have discussed the matter with the representative unions of these employees; and

(d) if so, what are the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJAIAH): (a) to (d) A proposal was received for exempting the Departments of Railways, Posts and Telecommunication and Defence Production under section 36B of the Industrial Disputes Act, so that the employees of these Departments who are at present covered by the Industrial Disputes Act, could take up their individual grievances with the Central Administrative Trbiunals under the Administrative Tribunals Act, 1985. A meeting was held with the Federations/Unions so that they will have an opportunity to express their views before a decision is taken under section 36B of the Industrial Disputes Act. The Unions were generally not in favour of exemption from the provisions of the Industrial Disputes Act.

Founding of Gratuity Fund

1635. SHRIMATI SUDHA VIJAY JOSHI: Will the Minister of LABOUR be pleased to state :

(a) whether there is any proposal to make actuarial valuation of gratuity funds compulsory;

(b) if not, how Government propose to ensure that the provisions made by the corporate bodies are adequate for the purpose of payment of gratuity; and

(c) whether Government propose to issue specific instructions under the Finance Act for funding of gratuity funds?

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI T. ANJAIAH): (a) to (e) A suggestion for making a suitable provision in the Payment of Gratuity Act for compulsory insurance of employers' liability for payment gratuity was considered at the Indian Labour Conference held on 25th and 26th November, 1985 and was generally accepted. The premium rate under the proposed insurance scheme is to be fixed, after actuarial valuation. The recommendation of the Conference will be considered, alongwith the other proposals for amendment of the Act.

Supply of Low Cost Polyester Filament Yarn to Powerlooms

1636. SHRI SHANKER SINH VAGHELA : Will the Minister of TEXTILES be pleased to state :

(a) to what extent powerlooms have been supplied with low cost polyester filament yarn by Government in order to bring down the prices of synthetic fabrics; and

(b) what are the reasons for not granting available fiscal reliefs to power-loom sector so as to provide low cost raw material to them?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI KHURSHID ALAM KHAN): (a) and (b) Government has not supplied any low cost polyester filament yarn to Powerloom or to any other unit in Textile Industry. However, the Price of Polyester Filament has come down sharply on about 1st November, 1985.

Opening of hotels recommended during ASIAD

1637. DR. SHYAM SUNDAR MOHAPATRA: Will the Minister of PARLIAMENTARY AFFAIRS AND TOURISM be pleased to state :

(a) how many hotels which were recommended to be opened during Asiad by his Ministry and for the opening of which financial aid was taken from public financial institution, have not been opened so far; and

(b) what action Government propose to take against them?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND TOURISM (SHRI H. K. L. BHAGAT): (a) Three.

(b) The all-India Financial Institutions which have long-term concessional loan to these hotel projects, have constituted a "Monitoring Committee" to closely monitor the progress in implementation of the said projects. Action can be contemplated after the reports of this Committee are received.

..Strike at ship-breaking yard at Along Gujarat

1638. SHRI CHIMANBHAI MEHTA : Will the Minister of STEEL AND MINES be pleased to state;

(a) whether it is a fact that since 2nd September, 1985 ship breakers at Alang in Gujarat have stopped breaking ships;

(b) if so, what are the reasons for this "strike" and how many workers are affected and what is the estimated loss of revenue on this account;

(c) whether there is any dispute regarding interpretation of *ad valorem* duty on imported ship for the purpose of breaking them; if so, what are the details thereof;

(d) whether it is a fact that ship breaking is interpreted as manufacturing and therefore attracts excise to the tune of 98 per cent of the cost of the imported ship;

(e) whether it is also a fact that scrap from ship breaking is cheaper as compared to imported scrap; and

(f) what is the revenue collected from ship breakers during the last three years?

THE MINISTER OF STEEL AND MINES (SHRI K. C. PANT): (a) and (b) The Ship-breaking units at Alang in Gujarat closed down from 5th to 7th September, 1985 and again from 16th September, 1985 indefinitely in protest against Central Excise notice requiring ship-breaking units to obtain licences under Central Excise and Salt Act. About 10,000 workers are directly employed for ship-breaking at Alang. There is no direct loss of revenue to the Government.

(c) Disputes on the interpretation of countervailing Excise duty has led to several court cases.

(d) Yes, Sir. Government has recognised ship-breaking as an industrial activity. Excise duty chargeable on steel rerollable scrap recoveries is Rs. 365/- per tonne and on recoveries of non-ferrous it is at the rate of Rs. 3300/- per tonne.

(e) The market price of scrap from ship-breaking is not lower than that of imported scrap.

(f) The information is being collected and will be laid on th Table of the House.